

## Section 2. Special Interest Flights

### 9-2-1. GENERAL

#### EN ROUTE

a. All flight movement data on the aircraft listed in subparas 1 and 2 below shall be immediately brought to the attention of the supervisory traffic management coordinator-in-charge and forwarded by the most expeditious means (voice, if possible) to the senior director at the concerned NORAD Region Operations Control Center/Sector Operations Control Center and to the Air Traffic Control System Command Center (ATCSCC). Voice messages will be followed up with a data communication message when directed. All flight plans on aircraft listed in subparas 1 and 2 below, including flights within the continental U.S., shall be retransmitted by data communication to ATT-200 and the Office of International Aviation, attention: AIA-101.

#### NOTE-

1. All flight movement data includes flight plans and changes thereto such as changes from IFR to VFR, reroutes or route deviations authorized or directed by the facility, departure messages, arrival messages, unauthorized route deviations or any other unusual operations, etc..

2. These procedures are in addition to the AMIS procedures contained in FAAO 7610.4, *Special Military Operations, Chapter 5, Aircraft Movement Information Service (AMIS)*.

3. The concerned NORAD region/sector is the one to whom SCATANA reports are forwarded consistent with local ARTCC/NORAD REGION SCATANA REPORTING PROCEDURES.

4. All continental U.S. facilities have either direct flow control interphone circuits or can reach ATT-200 by DSN, 725-3333, or telephone (703) 708-5100.

1. All known aircraft of Cuban registry and all known civil aircraft of other special interest countries that will enter, overfly, or operate within the continental U.S., the Atlantic, Gulf of Mexico or Pacific Coastal ADIZ's, or the Southern Border Domestic ADIZ.

#### NOTE-

Special interest countries include Albania, Bulgaria, Cambodia, Peoples Republic of China, Cuba, North Korea, Outer Mongolia, Romania, Russia, the Ukraine, and other members of the Commonwealth of Independent States, and Socialist Republic of Vietnam.

#### REFERENCE-

P/CG Term- Continental United States.

2. All known civil aircraft of foreign registry, other than the aircraft in subpara 1, that will enter or overfly the continental U.S. en route to or from Cuba.

b. Advance route information which has been cleared by NORAD and coordinated by AIA-101 with the State Department, as necessary, will be passed to the concerned ARTCC's by AIA-101 via ATT-200. Inform ATT-200 of your concurrence or problems with the route, as the case may be. ATT-200 will relay any problems to AIA-101 for resolution with NORAD. Advance route information does not constitute the forwarding of flight movement data to NORAD as specified in subpara a.

#### REFERENCE-

FAAO 7110.65, *Application, Para 9-2-2.*

### 9-2-2. APPLICATION

#### EN ROUTE

a. Comply with any operational request that may be received directly from NORAD or through ATT-200 unless the change will affect flight safety. When safety is a factor, acquaint NORAD with the situation and attempt to work out an alternate solution if time and circumstances permit. If unable, take the course of action dictated by flight safety considerations and inform NORAD and ATT-200 as quickly as possible thereafter. Comply with requests for information or assistance from NORAD or the State Department which may include relay of messages to facilities or an aircraft in flight.

#### NOTE-

State Department communications will be relayed through ATT-200.

b. Request the aircraft to return to its approved route/reroute of flight whenever any deviation is noted.

c. Immediately alert the supervisory traffic management coordinator-in-charge and notify the senior director at the concerned NORAD Region Operations Control Center/Sector Operations Control Center and ATT-200 via the most expeditious means when the following conditions occur:

1. The aircraft refuses to comply with a NORAD or State Department message.

2. Communication with the aircraft is established but the aircraft's identification cannot be immediately

correlated with a known flight plan. Attempt flight plan correlation when time permits.

3. The aircraft deviates from its approved route of flight and refuses to return to it when so requested.

4. The aircraft refuses a reroute when so cleared or deviates from its reroute and refuses to return to it when requested.

5. A departure message on a flight plan of an aircraft in para 9-2-1, General, subpara a1 originating in Canada, Mexico, or Cuba is not received within 5 minutes after the proposed time and you are unable to ascertain if the aircraft has departed either IFR or VFR.

d. If NORAD dispatches aircraft to intercept and escort the flight, the control procedures in FAAO 7610.4, Special Military Operations, Chapter 7, Escort of Hijacked Aircraft, shall apply.

### 9-2-3. EMERGENCY OR UNSCHEDULED LANDINGS

a. If an aircraft of a special interest country makes an emergency or unscheduled landing in the U.S., immediately alert the supervisory traffic management coordinator-in-charge/controller-in-charge of the shift and notify:

1. **EN ROUTE.** In the Continental U.S.-

(a) The senior director at the concerned NORAD Region Operations Control/Sector Operations Control Center.

(b) ATT-200.

#### NOTE-

ATT-200 will relay or voice-patch the information to all FAA Washington Headquarters organizations concerned.

(c) U.S. Customs Service Office for the airport where the aircraft will land.

2. **EN ROUTE.** In the Pacific Region, Puerto Rico, and the Virgin Islands- The Air Defense Control Center and the offices specified in subparas a1(b) and (c).

#### NOTE-

Guam CERAP forward the information through the Honolulu ARTCC.

3. **EN ROUTE.** In the Alaskan Region- The Alaskan NORAD Region Operations Control Center and the offices specified in subparas a1(b) and (c).

4. **TERMINAL.** The nearest U.S. Customs Service Office and the appropriate ARTCC.

b. Provide the following information to the organizations specified in subpara a1(a) if available:

1. Type of aircraft.

2. Country of aircraft registry.

3. Destination airport.

4. Nature of emergency or reason for landing, as appropriate.

c. Advise the pilot that passengers must remain aboard the aircraft after landing until cleared by the U.S. Customs Service Office.

d. **TERMINAL.** In cases where communication is established with the aircraft but the aircraft identification cannot be immediately correlated with a known flight plan, notify the appropriate ARTCC and nearest U.S. Customs Service Office.